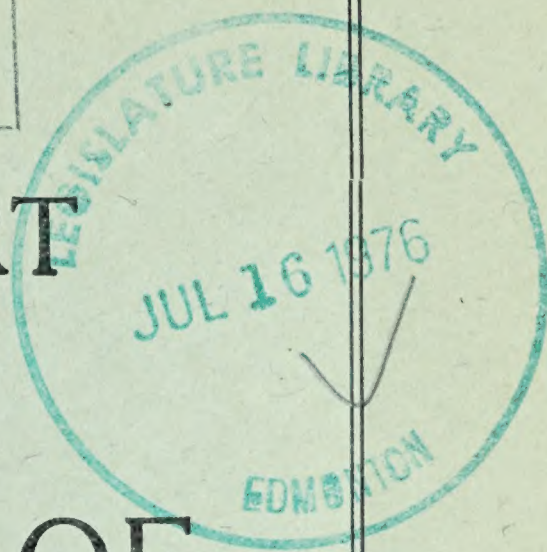


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ANNUAL REPORT
OF THE
DEPARTMENT OF
RAILWAYS
OF THE
PROVINCE OF ALBERTA
1925

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY



EDMONTON:
PRINTED BY W. D. McLEAN, ACTING KING'S PRINTER
1926
(Sessional Paper No. 9.)

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(Sessional Paper No. 9.)

EDMONTON, JANUARY 1ST, 1926.

To His Honour

WILLIAM EGBERT,

Lieutenant Governor of the Province of Alberta,

EDMONTON, ALBERTA.

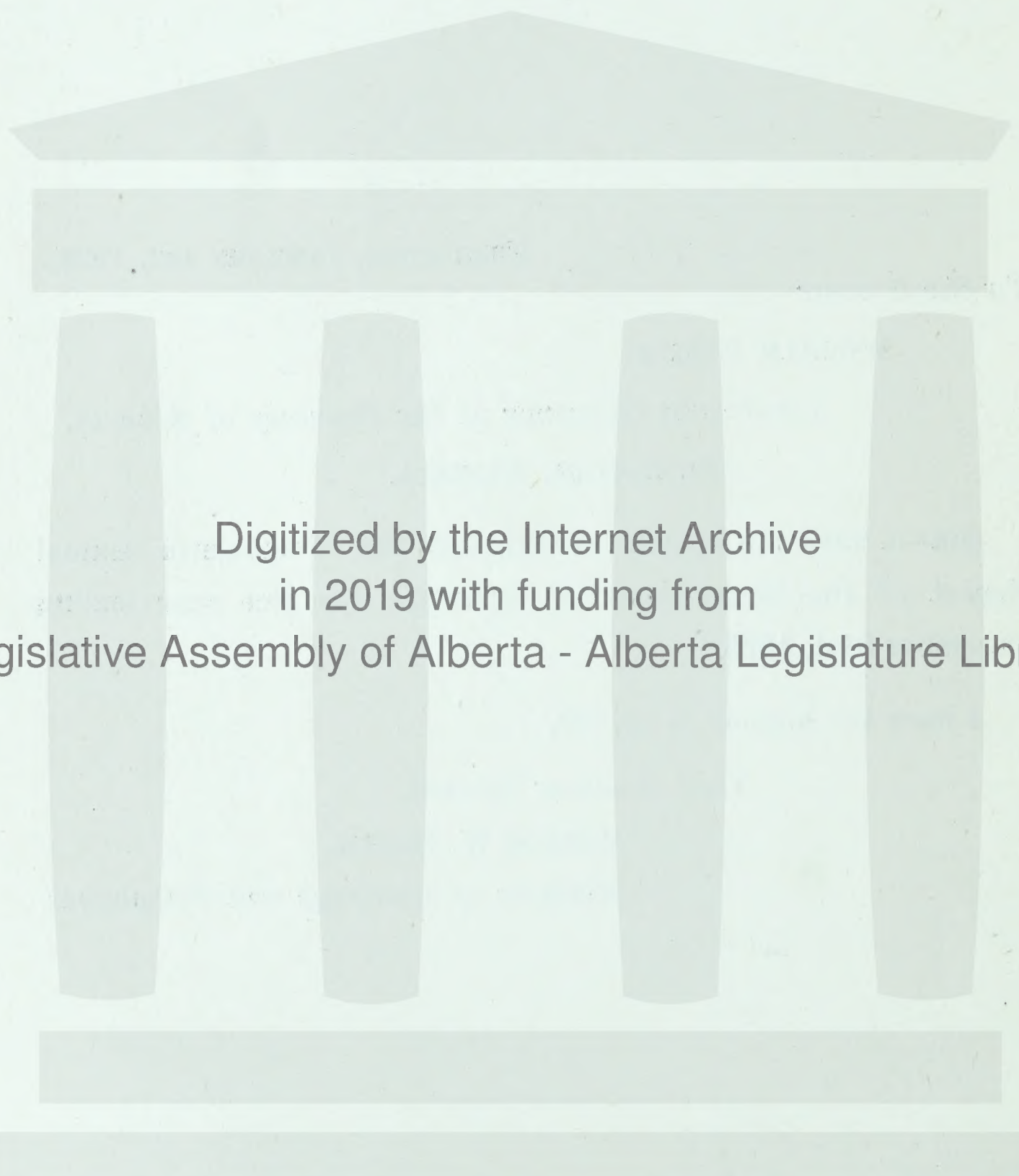
SIR—I have the honour to transmit the Fourteenth Annual Report of the Department of Railways for the year ending December 31st, 1925.

I have the honour to be, Sir,

Your obedient Servant,

VERNOR W. SMITH,

Minister of Railways and Telephones.



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REPORT OF THE DEPUTY MINISTER
DEPARTMENT OF RAILWAYS AND TELEPHONES

EDMONTON, ALBERTA, JANUARY 1ST, 1926.

THE HONOURABLE VERNOR W. SMITH,
Minister of Railways and Telephones,
EDMONTON, ALBERTA.

SIR,—I have the honor to submit herewith the Annual Report of the Railways Branch of the Department of Railways and Telephones for the year ending December 31st, 1925.

A substantial increase in the total railway mileage of the Province of Alberta is to be noted in the year just ended, 182 miles of new line having been completed and opened for operation. This is the largest annual increase since the year 1915 and affords evidence of continuing confidence on the part of the large transportation companies in the future of the Province. Of the additional mileage above-mentioned 111 miles was constructed by the Canadian National Railways, 67 miles by the Canadian Pacific Railway and 4 miles by the Alberta and Great Waterways Railway.

It should also be of interest to note that the Province of Alberta now contains within its borders over 5,000 miles of railway, the mileage in Alberta at the time of its creation as a Province in the year 1905 being 1,060. This remarkable expansion of transportation facilities within a period of twenty years reflects the growth and development of the Province of Alberta in a very striking manner.

The various activities of the Department involved in the operation and administration of the Alberta & Great Waterways and Lacombe & North-Western Railways and the construction of extensions of these lines are dealt with hereunder.

ALBERTA AND GREAT WATERWAYS RAILWAY.

Approximately 48,800 ties were renewed during the season, of which number 14,700 were placed south of Lac La Biche and 34,100 north of that point.

Considerable repairs to bridges were required during the year, about \$12,500 being expended on this class of work. Sixty-five bents were entirely re-driven and other necessary repairs effected to bridges at various points along the line.

For the purpose of facilitating switching operations an additional side-track, 1,250 feet in length, was installed at Bon Accord.

The "American" ditching machine was worked for a short period during the season, cleaning out slides in the cuts between Mile 275 and 282, while the Jordan Ditcher was operated over the track between Lac La Biche and Mile 224 cleaning out side ditches wherever necessary.

Extensive repairs were required to the ice-house, Edmonton Yards, and also to the Edmonton engine-house and machine shop.

The old shelter for gas cars at Edmonton Yards was considered to be serving no useful purpose during recent years. It was therefore dismantled and re-erected adjacent to the engine-house as a coach paint shop, size 20 ft. x 96 ft.

Some of the original wooden culverts installed in the grade between Mile 32 and Mile 272 were found to be in a decayed condition and in need of renewal. Fifty-six of these culverts were accordingly dug out and replaced with new material.

A combined loading platform and one-pen stockyard was constructed at Abee.

The existence of 3 miles of track having a gradient of 2 per cent between Mileage 278.7 and Mileage 281.7, has been an expensive operating feature since the construction of this portion of the railway in the year 1921, as it has entailed the "doubling" of south bound trains from the old Waterways siding (now known as "Draper") to the siding at Mile 274.5, a distance of 7.3 miles. A short spur-track, 800 feet in length, was therefore constructed at the upper end of the 2 per cent grade, thus eliminating 4.3 miles of distance to be doubled by all south bound trains.

The Company found itself with a quantity of bent rails on hand, both at Edmonton and Lac La Biche, these having been taken up previous to 1923 from portions of the railway where they had been damaged under traffic, due to the absence of ballast or insufficient ballast to properly support the track, and through derailments arising from that condition. These rails had received very little wear, but could not be used until reconditioned. A contract was entered into for the reconditioning of all bent rails both at Edmonton and Lac La Biche, and approximately 1,072 gross tons of rails were restored to serviceable condition under this contract.

The production of salt on a commercial basis from the salt wells in the vicinity of Horse Creek, made it necessary to consider the advisability of extending the Alberta & Great Waterways Railway to some point that would be more accessible by wagon road and at the same time afford adequate facilities for the transshipment of freight from rail to river boats. With these objects in view it was determined to extend the railway to a point just east of where Hangingstone Creek enters the Clearwater River. The point selected affords excellent accommodation for the river transportation companies, the ground along the Clearwater River being well above extreme high-water level. A partially constructed grade was already in existence from the end of the steel at

Mile 282 to Hangingstone Creek, this having been constructed by the former management in the year 1915. This grade, however, had considerably deteriorated during the intervening period and much of it was subject to inundation to a depth of five feet during periods of extreme high water. It was, therefore, necessary to raise the level of all embankments to an elevation sufficient to avoid all possibility of flood inundations, and to widen and reform all excavations. A contract was entered into for all grading required in this connection and work was commenced about the end of June. The original wooden culverts which had been placed in the grade were removed and replaced with corrugated galvanized iron pipes. Additional culvert pipes were also placed in the grade wherever necessary. Upon completion of the grading, tracklaying and ballasting operations were undertaken by the Company's own forces, and the extension was sufficiently completed to open for operation on November 12th, 1925. No rails, track fastenings or switch materials were required to be purchased for this extension, as all necessary material was available from the Company's stocks. Approximately 9,900 cubic yards of ballast were distributed on this extension, material of suitable quality being obtained from a point adjacent to the railway in the vicinity of Mile 278.

A telephone line, consisting of two wires supported on poles with side-brackets, was constructed from Mile 282 to the new terminus, a distance of 3.5 miles.

The temporary combined station and warehouse building located at the old terminus of Waterways was partially dismantled and a portion removed to the new terminus. This material was incorporated in a two-storey station-building, size 32 ft. x 64 ft., consisting of a baggage room, office, waiting room, express room and Agent's living quarters, and equipped with a hot-air heating installation. The portion remaining at the old terminus was converted into a temporary station-building.

A permanent water station is being installed at the new terminus at the present time, the supply being obtained from the Clearwater River by means of a pipe line about 450 feet in length. The water tank formerly located at Mile 256 has been dismantled and is being re-erected at the new location. This is a standard 25,000-gallon enclosed wooden tank and has practically never been used in connection with the operation of the railway since its erection in the year 1921. The pumphouse, 14 ft. x 14 ft., was also removed from Mile 256, and utilized at the new water station.

In order to provide adequate trackage facilities, about 8,400 lin. ft. of additional track was laid at the new terminal, this trackage being required for side tracks, wye and industry tracks.

Operating revenues of the Alberta & Great Waterways Railway for the year 1925 totalled \$262,799.54 compared with \$248,701.76 for the previous year, an increase of \$14,097.78.

The year's operations of this Railway resulted in a net surplus of \$29,946.07 after the deduction of reconditioning charges; an improvement over the year 1924 of \$3,451.42.

LACOMBE AND NORTH-WESTERN RAILWAY.

Owing to the increasing traffic on this line it was found necessary to provide additional trackage facilities at the Lacombe terminal, a total of 960 feet of track being laid at this point.

Approximately 7,500 ties were renewed during the season, while bridge repairs costing approximately \$1,300 were necessary on this line in the course of the year, most of these repairs being required on the bridge at Mile 37 across Blindman River.

The wye at Rimbey, which contained an unnecessary amount of track consisting of 60-lb. rail was lifted and relaid with 56-lb. rail, with a saving of 1,100 feet in length of track.

The construction of a twenty-mile extension of the Lacombe & North-Western Railway from the present terminus of the line at Hoadley in a generally northerly direction was authorized at the last session of the Legislature (Chap. 54, Stat. 1925). Preliminary and location surveys were undertaken during the early part of the season with the object of determining the most feasible route through the territory to be served. Upon the completion of these surveys, however, it was found that no suitable ground was available for siding purposes at the terminus of the twenty miles authorized, and it was necessary to extend the line a further two and four-tenths miles, to a point in Sec. 2, Tp. 48, Rge. 4, W. 5th M., where favorable conditions for sidings and townsite were obtained.

A contract for the grading and other work required in connection with the proposed extension, was entered into and work commenced about the end of May. It was intended, if possible, to complete the grading before freeze-up, but owing to the very unfavorable weather conditions which prevailed after Aug. 15th, this objective was found impossible of accomplishment. However, approximately 246,000 cubic yards of material were excavated before the close of the season, this representing about fifty per cent of the estimated total yardage in the work. Most of the culverts required for this extension were also placed during the season.

Contracts for all track ties required have been let out among the settlers in the vicinity of the proposed extension, and these will be hauled out to the right-of-way during the present winter ready for the laying of track when needed. Rails, track fastenings, and switch material required for the extension have been purchased and are now on hand at Hoadley.

Three wooden trestle bridges will be required on this extension and the necessary material has been assembled and will be available when the erection of these bridges is undertaken during the coming season.

Miscellaneous material which will be needed for the telephone line, water station, loading platforms, station-buildings, etc., has also been obtained from local sources and will be available when needed.

The sum of \$389,699.67 was advanced to this Company during the year 1925 on account of the construction of the Hoadley Extension, and of this amount \$318,011.49 was expended.

The operations of the Lacombe & North-Western Railway for the past year resulted in a net surplus of \$165.78, after reconditioning deduction, as compared with a net deficit of \$772.55 in the year 1924, an improvement of \$938.33. Revenues increased from \$54,066.05 in 1924 to \$59,779.30 in 1925, and the net surplus would have been considerably greater but for heavy operating expense incurred during the first three months of the year, due to severe weather conditions.

I append hereto the following schedules:

Schedule "A",—Statement of Railway Mileage of Alberta, 1905-1925.

Schedule "B",—Statement of Railway Mileages of the Western Provinces, 1924-1925.

Schedule "C",—Statement of Guaranteed Railway Securities authorized by the Provincial Legislature.

Schedule "D",—Statement of Issued Railway Securities guaranteed by the Province of Alberta.

Schedule "E",—Statement of Railway Companies incorporated by Statutes of the Province of Alberta from 1905 to 1925 inclusive.

I have the honour to be, Sir,

Your obedient Servant,

JOHN CALLAGHAN,

Deputy Minister.

SCHEDULE "A"

STATEMENT OF RAILWAY MILEAGE OF ALBERTA.

1905-1925.

			<i>Total Mileage</i>
1905	Canadian Pacific Railway.....	1060	1060
1906	Canadian Pacific Railway.....	1061	
	Canadian Northern Railway.....	178	1239
1907	Canadian Pacific Railway.....	1106	
	Canadian Northern Railway.....	220	1326
1908	Canadian Pacific Railway.....	1106	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	40	1366
1909	Canadian Pacific Railway.....	1156	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	129	1505
1910	Canadian Pacific Railway.....	1269	
	Canadian Northern Railway.....	220	
	Grand Trunk Pacific Railway.....	293	1782
1911	Canadian Pacific Railway.....	1387	
	Canadian Northern Railway.....	329	
	Grand Trunk Pacific Railway.....	384	2100
1912	Canadian Pacific Railway.....	1480	
	Canadian Northern Railway.....	912	
	Grand Trunk Pacific Railway.....	638	
	Edmonton, Dunvegan & B. C. Railway	25	3055
1913	Canadian Pacific Railway.....	1638	
	Canadian Northern Railway.....	1171	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	131	3647
1914	Canadian Pacific Railway.....	1887	
	Canadian Northern Railway.....	1188	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	240	
	Alberta & Great Waterways Railway..	75	4097
1915	Canadian Pacific Railway.....	1909	
	Canadian Northern Railway.....	1247	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	337	
	Alberta & Great Waterways Railway..	175	
	Central Canada Railway.....	48	4423
1916	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1250	
	Grand Trunk Pacific Railway.....	707	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	223	
	Central Canada Railway.....	49	4557
1917	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1193	
	Grand Trunk Pacific Railway.....	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	272	
	Central Canada Railway.....	49	
	Lacombe & Blindman Valley E. Railway	20	4505

SCHEDULE "A"—(Continued)

			<i>Total Mileage</i>
1918	Canadian Pacific Railway.....	1920	
	Canadian Northern Railway.....	1195	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	287	
	Central Canada Railway.....	49	
	Lacombe & Blindman Valley E. Railway	20	4519
1919	Canadian Pacific Railway.....	1920	
	Canadian National Railways.....	1306	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	294	
	Central Canada Railway.....	49	
	Lacombe & North-Western Railway...	33	4650
1920	Canadian Pacific Railway.....	1921	
	Canadian National Railways.....	1361	
	Grand Trunk Pacific Railway.....	640	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	284	
	Central Canada Railway.....	49	
	Lacombe & North-Western Railway..	33	4696
1921	Canadian Pacific Railway.....	1974	
	Canadian National Railways.....	1373	
	Grand Trunk Pacific Railway.....	643	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	37	4789
1922	Canadian Pacific Railway.....	1993	
	Canadian National Railways.....	1363	
	Grand Trunk Pacific Railway.....	611	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway..	49	4778
1923	Canadian Pacific Railway.....	1994	
	Canadian National Railways.....	1973	
	Edmonton, Dunvegan & B. C. Railway	408	
	Alberta & Great Waterways Railway.	282	
	Central Canada Railway.....	72	
	Lacombe & North-Western Railway...	49	4778
1924	Canadian Pacific Railway.....	2009	
	Canadian National Railways.....	1974	
	Edmonton, Dunvegan & B. C. Railway	423	
	Alberta & Great Waterways Railway..	282	
	Central Canada Railway.....	85	
	Lacombe & North-Western Railway..	49	4822
1925	Canadian Pacific Railway.....	2076	
	Canadian National Railways.....	2085	
	Edmonton, Dunvegan & B. C. Railway	423	
	Alberta & Great Waterways Railway..	286	
	Central Canada Railway.....	85	
	Lacombe & North-Western Railway...	49	5004

SCHEDULE "B"

STATEMENT OF RAILWAY MILEAGES OF THE WESTERN
PROVINCES, 1924-1925.

ONTARIO

West of Port Arthur

	December 31st 1924.		December 31st 1925.	
Canadian Pacific Railway.....	334		334	
Canadian National Railways.....	816		789	
	—	1150	—	1123

MANITOBA

Canadian Pacific Railway.....	1739		1739	
Canadian National Railways.....	2652		2657	
Great Northern Railway.....	237		237	
	—	4628	—	4633

SASKATCHEWAN

Canadian Pacific Railway.....	3304		3341	
Canadian National Railways.....	3684		3709	
	—	6988	—	7050

ALBERTA

Canadian Pacific Railway.....	2009		2076	
Canadian National Railways.....	1974		2085	
Edmonton, Dunvegan & B. C. Railway..	423		423	
Alberta & Great Waterways Railway...	282		286	
Central Canada Railway.....	85		85	
Lacombe & North-Western Railway.....	49		49	
	—	4822	—	5004

BRITISH COLUMBIA

Canadian Pacific Railway.....	1321		1345	
Canadian National Railways.....	1283		1423	
Great Northern Railway.....	424		421	
Pacific Great Eastern Railway.....	395		395	
Kettle Valley Railway.....	329		329	
	—	3752	—	3913

Total Mileage	21,340		21,723	
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SCHEDULE "C"

STATEMENT OF GUARANTEED RAILWAY SECURITIES
AUTHORIZED BY THE PROVINCIAL
LEGISLATURE.

CANADIAN NORTHERN RAILWAY

<i>Line of Railway</i>	<i>Authorized Guarantee per Mile</i>	<i>Mileage Authorized</i>	<i>Mileage Completed</i>
From Strathcona via Camrose and Calgary to Lethbridge	\$15,000	355	230
From Camrose to Vegreville.....	15,000	50	46.44
From crossing second above line and Little Bow south via Mac- lead to International Boundary	15,000	110	Nil
From near Macleod to western boundary	15,000	65	Nil
From near Cardston to western boundary	15,000	35	Nil
From Calgary via Cochrane to the east side of Rocky Mountain Park	15,000	50	Nil
From near Morinville easterly....	15,000	40	Nil
From Morinville to Athabasca Land- ing	15,000	72.3	72.3
From Mile 175 of the Goose Lake to Munson	15,000	127.5	127.5

CANADIAN NORTHERN WESTERN RAILWAY

From Athabasca Landing to Fort McMurray	\$15,000	175	Nil
From first above line east to Lac La Biche	15,000	40	Nil
From Athabasca Landing north of Lesser Slave Lake to Peace River Crossing	15,000	100	Nil
From Onoway northwest to Pine River Pass	20,000	250	72.4
From Oliver northeast to St. Paul de Metis	18,000	100	100
From Bruderheim via Vermilion, Wainwright and Medicine Hat to International Boundary with a branch northwest of Vermilion to eastern boundary	13,000	200	50.25
From Calgary northwest to Brazeau Line	13,000	100	Nil
From Camrose southeast	13,000	80	59.7
From Strathcona southwest via Cochrane to Pincher Creek ...	15,000	100	1.29
From Blackfalds to Goose Lake Line	13,000	118.5	60.60
From Blackfalds west to Brazeau River	25,000	114.07	114.07

GRAND TRUNK PACIFIC BRANCH LINES COMPANY

From Tofield to Calgary	\$15,000	201.5	201.5
From Bickerdike southwesterly ...	20,000	58	58

SCHEDULE "C"—(Continued)

EDMONTON, DUNVEGAN AND BRITISH COLUMBIA RAILWAY

<i>Line of Railway</i>	<i>Authorized Guarantee per Mile</i>	<i>Mileage Authorized</i>	<i>Mileage Completed</i>
From Edmonton, northwest via Dun- vegan to western boundary ...	\$20,000	411	358
From Spirit River to Grande Prairie	20,000	60	50

ALBERTA & GREAT WATERWAYS RAILWAY

From Edmonton to a point at or near Fort McMurray (including (sidings)	\$ 20,000	350	300
Terminals	400,000		

CENTRAL CANADA RAILWAY

From McLennan to Peace River and west	\$20,000	100	49
From a point on the Edmonton, Dunvegan and B. C. Railway to Grouard	20,000	14	Nil

LACOMBE & BLINDMAN VALLEY ELEC. RAILWAY

From Lacombe west	\$ 7,000	39.10	39.10
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SCHEDULE "D"

STATEMENT OF ISSUED RAILWAY SECURITIES
GUARANTEED BY THE PROVINCE OF
ALBERTA.

<i>Railway</i>	<i>Par Value of Securities</i>	<i>Interest Rate</i>	<i>Year When Due</i>
Canadian Northern Railway.....	\$9,726,364.24	4%	1939
Canadian Northern Western Rail- way	6,424,000.00	4%	1942
	2,799,997.73	4½%	1943
Grand Trunk Pacific Branch Lines	2,430,000.00	4%	1939
	1,159,596.00	4%	1942
Edmonton, Dunvegan and B. C. Railway	7,000,000.00	4%	1942
	2,420,000.00	4½%	1944
Alberta & Great Waterways Rail- way	7,400,000.00	5%	1959
Central Canada Railway	2,000,000.00	5%	1925
Lacombe & North-Western Railway	273,700.00	5%	1943

SCHEDULE "E"

STATEMENT OF RAILWAY COMPANIES INCORPORATED
BY STATUTES OF THE PROVINCE OF ALBERTA
FROM THE YEAR 1905 TO THE YEAR
1925 INCLUSIVE.

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Alberta and Great Waterways Railway Company	1909, Ch. 46	1909, Ch. 16 & 46 1910 (2), Ch. 9 & 11 1913 (2), Ch. 6, S. 1 1915, Ch. 2, S. 10
Alberta Metropolitan Railway Company	1911-1912 Ch. 33	1913 (1), Ch. 47
Alberta Midlands Railway Com- pany	1909, Ch. 45	
Alberta North-Western Railway Company	1906, Ch. 53	1908, Ch. 29 1909, Ch. 47 1910 (2), Ch. 46 1913 (1), Ch. 9, S. 14
Alberta Oil, Coal and Wheat Railway Company	1906, Ch. 48	1909, Ch. 51
Alberta Pacific Railway Com- pany	1910 (2), Ch. 47	1912, Ch. 30
Alberta Southern Railway Com- pany	1906, Ch. 52	
Alberta Saskatchewan Central Railway Lines	1910 (1), Ch. 18	
Alberta Western Railway Com- pany	1910 (2), Ch. 53	
Alberta-Hudson's Bay Railway Company		
(See High River & Hudson's Bay Railway Company)		
Athabasca & Fort Vermilion Railway Company	1915, Ch. 33	
Athabasca Valley Railway Com- pany	1911-1912, Ch. 31	1913 (2), Ch. 41 1914, Ch. 35 1917, Ch. 51
Bassano Electric Railway Com- pany	1911-1912, Ch. 38	1913 (2), Ch. 2, S. 24
Bassano & Bow Valley Railway Company	1915, Ch. 34	
Bow River Collieries Railway Company	1908, Ch. 28	1910 (1), Ch. 21 1913 (1), Ch. 45
Brule Lake Railway Company ...	1913 (1), Ch. 41	1915, Ch. 35 1917, Ch. 52
Burmis-Carbon Railway Company	1924, Ch. 47	
Calgary-Knee Hill Railway Com- pany	1907, Ch. 26	1909, Ch. 41
Calgary Petrol Interurban Rail- way Company	1913 (2), Ch. 42	
Calgary South-East Electric Railway Company	1911-1912, Ch. 37	

SCHEDULE "E"—(*Continued*)

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Calgary & South-Western Railway Company	1918, Ch. 57	1921, Ch. 71 1923, Ch. 61 1925, Ch. 70
Calgary, Carbon and Red Deer Railway Company		1911-1912, Ch. 32
(See Knee Hill Railway)		
Canadian-American Collieries, Ltd.	1923, Ch. 68	1925, Ch. 69
Canadian Northern Western Railway Company	1910 (2), Ch. 48	1911-1912, Ch. 29 1913 (1), Ch. 40 1915, Ch. 2, S. 8
Carbon Hill Railway Company ...	1908, Ch. 39	1910 (1), Ch. 20
Canmore Railway Company	1916, Ch. 43	
Central Canada Railway Company	1913 (1), Ch. 46	1914, Ch. 30 1915, Ch. 36 1917, Ch. 53
Chestermere & Calgary Suburban Railway Company	1910 (2), Ch. 52	1913 (1), Ch. 49 1914, Ch. 34
Chinook Railway Company	1913 (1), Ch. 39	
Cochrane & South-Western Railway Company	1911-1912, Ch. 34	
Crow's Nest Pass Street Railway Company	1911-1912, Ch. 41	
Crow's Nest & Prairie Electric Railway Company	1907, Ch. 28	
Crow's Nest & Tent Mountain Railway Company	1917, Ch. 54	
Diamond Railway Company	1917, Ch. 25	
Edmonton & Athabasca Railway Company	1906, Ch. 51	
Edmonton Interurban Railway Company	1910 (2), Ch. 49	1911-1912, Ch. 36
Edmonton North-Western Radial Railway Company	1914, Ch. 32	
Edmonton Radial Tramways	1908, Ch. 33	1909, Ch. 28 1911-1912, Ch. 68, S. 11
Edmonton, Stony Plain & Wabamun Railway Company	1913 (1), Ch. 54	1915, Ch. 37
Elbow River Suburban Railway Company	1913 (1), Ch. 51	1915, Ch. 38
High River & Hudson's Bay Railway Company	1910 (2), Ch. 51	1913, (1), Ch. 42 1914, Ch. 33 1916, Ch. 42 1917, Ch. 55
Alberta Hudson's Bay Railway Company		1920, Ch. 48
Knee Hill Railway Company	1907, Ch. 27	1911-1912, Ch. 32
Kootenay, Alberta & Athabasca Railway Company	1906, Ch. 49	
Kootenay & Alberta Railway Company	1909, Ch. 44	
Lacombe & Blindman Valley Electric Railway Company	1909, Ch. 48	1910 (2), Ch. 55 1913 (1), Ch. 53 1917, Ch. 23 1919, Ch. 29
Lacombe & North-Western Railway Company		1921, Ch. 55

SCHEDULE "E"—(Continued)

<i>Name</i>	<i>Authorizing Statute</i>	<i>Amending Acts</i>
Lacombe & Brosseau Railway Company	1910 (1), Ch. 10	
Lacombe, Bullockville & Alix Electric Railway Company	1909, Ch. 49	1910 (2), Ch. 54
Lethbridge Radial Tramway Com- pany	1907, Ch. 30	1913 (1), Ch. 52
Luscar Collieries, Ltd.	1921, Ch. 78	
Magrath Railway Company	1911-1912, Ch. 35	
Maharg Electric Railway Com- pany	1911-1912, Ch. 39	
Medicine Hat Electric Railway Company	1911-1912, Ch. 40	
Medicine Hat Central Railway Company	1919, Ch. 60	
Medicine Hat & Southern Rail- way Company	1913 (1), Ch. 50	
Medicine Lake Collieries Railway.	1924, Ch. 46	
Peace River & Great Western Railway Company	1910 (2), Ch. 50	1913 (1), Ch. 38
Pincher Creek, Cardston, Mon- tana Railway Company	1906, Ch. 48	1909, Ch. 51
Pincher Creek & Southern Rail- way Company	1909, Ch. 38	
Red Deer Railway Company	1907, Ch. 29	1909, Ch. 39
Red Deer Valley Railway Com- pany	1917, Ch. 56	
Royal Collieries Railway Com- pany	1909, Ch. 37	
Smoky Valley & Peace River Railway Company	1915, Ch. 39	
South-East Calgary Electric Rail- way Company	1911-1912, Ch. 37	
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